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According to a new market research "**Aircraft De-Icing Market by Application (Commercial & Military), by Equipment (De-Icing Trucks, Sweepers, & Others), by Fluid Type (Type I, Type II, Type III, & Type IV), by Geography (North America, Europe & APAC) - Global Forecasts & Analysis to 2020**", The global aircraft de-icing market is projected to reach \$1.30 billion by 2020, to register a CAGR of 5.18%.

**Browse 86 market data tables and 73 figures spread through 195 pages and in-depth TOC on "Aircraft De-Icing Market - Global Forecasts & Analysis to 2020"**

<https://www.marketsandmarkets.com/Market-Reports/aircraft-de-icing-market-59898956.html>

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Airport de-icing/anti-icing operations are performed by airlines, airports, or contracted out to fixed base operators (i.e., contract service providers). Typically, airlines and fixed base operators are responsible for aircraft de-icing/anti-icing operations, while airports are responsible for the de-icing/anti-icing operations of airfield pavement.

The purpose of airport deicing operations is to ensure safe aircraft departures, landings, and travel on airport grounds. Frozen precipitation or frost on aircraft surfaces can compromise aircraft ability to obtain sufficient lift for departures or damage aircraft. Frozen precipitation on the airfield can cause loss of aircraft control due to lack of traction between aircraft wheels and airfield surfaces.

This report segments the aircraft de-icing market on the basis of application, fluid type, ground equipment, and region. The geographical analysis contains an in-depth classification which includes the North America, Europe, and APAC, thus, encompassing the major countries that cover the respective markets. The report also discusses the market and technology trends that currently, prevail in the market. The report provides vital business intelligence on the key trends related to ADFs, de-icing trucks, minimization practices. In addition, current uses for recovered glycol, anti-icing minimization practices, and ADF minimization methods have been discussed in this report.

The discussed aircraft de-icing solutions in this report include the Electro-Impulse System; Weeping Wing Technology based on the ADF, shape memory alloys deicing technology, ultrasound technology and electrical heating. It is expected that advancements in these technologies would shape and influence the said market.

The most common types of ice protection systems for general aviation aircraft today are pneumatic boot systems and fluid freeze point depressant systems. Electric thermal heating systems are also available and are most commonly used on windshields and propellers.

The growth in the aircraft de-icing market is expected to be driven by modernization and expansion of airports in the North American and European regions, along with the need for safe takeoff and landing operations.

It is expected that the widespread use of forced-air systems will result in higher purchase prices for ADF due to reduced demand. Despite these problems, forced air deicing systems offer several benefits to the airline industry, including reductions in the volume of fluid purchased, less frequent refilling of deicer trucks, and reduced costs for wastewater disposal. Type I and type IV ADFs are expected to witness steady growth in the North American and APAC regions.

In recent years, a new method of aircraft deicing has been developed that relies on infrared radiation. The leading manufacturers of infrared-based aircraft deicing systems include Radiant Energy Corporation (formerly Process Technologies, Inc.) and Infra-Red Technologies, Inc.

The aircraft de-icing market is expected to witness remarkable growth during the forecast period. Canada, U.S., U.K, Germany, Russia, France, Finland, Norway, Switzerland, and China, and Japan are identified as revenue hotspots which are expected to witness an upsurge in demand of aircraft de-icing systems. Technological innovations in the commercial aviation will help the market grow at a steady pace.

The APAC countries will focus on growth, aim to create an uncontested market space, and direct their region's economies on a higher trajectory for the long run. Along with the organic growth strategies being adopted, the use of heat-coat anti icing technologies for UAVs and energy efficient systems are also expected to fuel the aircraft de-icing market by 2020.

In addition, more technology vendors are supplying the industry with the equipment and contract management services for containment, collection, recycling/recovery, and treatment technologies. This healthy competition has reduced the costs of these technologies and contract services and made them feasible at some small to medium-size airports.

Key players profiled in the aircraft de-icing market are B/E Aerospace, LyondellBasell, UTC Aerospace Systems, JBT Corporation, Clariant AG, The Dow Chemical Company, Cryotech, Kiittokori OY, Kilfrost, BASF Corporation, Vestergaard, Contego De-icing Solutions, SDI Aviation, Weihai Guangtai Airport Equipment Co. Ltd. and Global Ground Support LLC.

A number of anti-icing and de-icing technologies are available today. Some of them are still immature and need further extensive investigation and testing in laboratories and in-flight.

From an analyst perspective, the wining imperative in the aircraft de-icing market is to focus on proper stormwater systems with recycling and fluid production at the airports. This will help reduce the CO2 footprint by around 60 to 70%.

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M&M's flagship competitive intelligence and market research platform, "RT" connects over 200,000 markets and entire value chains for deeper understanding of the unmet insights along with market sizing and forecasts of niche markets. The new included chapters on Methodology and Benchmarking presented with high quality analytical infographics in our reports gives complete visibility of how the numbers have been arrived and defend the accuracy of the numbers.

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**Report AS 3304: Aircraft De-Icing Market by Application (Commercial & Military), by Equipment (De-Icing Trucks, Sweepers, & Others), by Fluid Type (Type I, Type II, Type III, & Type IV), by Geography (North America, Europe & APAC) - Global Forecasts & Analysis to 2020**

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